

**CITY/COUNTY ASSOCIATION OF GOVERNMENTS
COMMITTEE ON CONGESTION MANAGEMENT
AND AIR QUALITY (CMAQ)**

**MINUTES
MEETING OF MAY 23, 2005**

At 3:05 p.m., the meeting was called to order by Chairman Marland Townsend in Conference Room C of San Mateo City Hall.

Members Attending: Jim Bigelow, Deberah Bringelson, Judith Christensen, Tom Davids, Linda Larson, Vice Chair Sue Lempert, Arthur Lloyd, Karyl Matsumoto, Irene O'Connell, Barbara Pierce, Sepi Richardson, Chairman Marland Townsend, and Onnolee Trapp.

Staff/Guests Attending: Walter Martone and Sandy Wong (C/CAG Staff - County Public Works), Mark Duino (C/CAG Staff – County Planning), Richard Napier (C/CAG Executive Director), Christine Maley-Grubl (Peninsula Traffic Congestion Relief Alliance), and Jill Boone (C/CAG Staff – County Public Works-Recycleworks).

1. Public comment on items not on the agenda.

None.

CONSENT AGENDA

2. Minutes of April 25, 2005 meeting.

Motion: To approve the Minutes as presented. Richardson/Lempert, unanimous.

REGULAR AGENDA

3. C/CAG budget for Fiscal Year 05-06.

Richard Napier, Executive Director, presented the final transportation budget for C/CAG for fiscal year 05-06. The focus of the presentation was the changes that were recommended by the CMAQ and C/CAG at the meetings where they reviewed the draft budget. They include:

The format has been divided into seven sections for easier reference.

A normalized, five-year budget overview was prepared for comparison purposes and trend analysis.

Member assessments have been flat for three years; however expenditures have risen somewhat. The C/CAG Board has instructed staff to show that there will be a 5% increase in member assessments in 06-07.

Accounting, legal, and office expenses are being shared among all of the various funds in the C/CAG budget.

In the transportation services fund, all of the reserves were originally being used up in

order to bring it into balance. The C/CAG Board and CMAQ requested that a reserve be maintained. Through the careful management of expenditures, a \$60,000 reserve balance is now anticipated for the end of fiscal year 04-05.

Some new graphs have been added in order to better illustrate the trends.

There is an expense in 04-05 for the AB 1546 Program but no revenue. The revenues will not start accruing until July 1, 2005. After the revenues come in, the expense item will be repaid. This expense item was for the establishment of the collection mechanism by the California Department of Motor Vehicles for the AB 1546 Program. It was originally anticipated to be \$250,000. The actual cost was slightly over \$100,000 to the credit of DMV, which accomplished the task on schedule and at less than one-half the cost. The AB 1546 program will sunset in 09-10.

The 05-06 budget will distribute the salaries of staff members to the various programs that they are working on. In the past, most of these expenses were charged to either the General Fund or to another single fund.

Comments:

Richard received a number of compliments on the improved budget format and presentation.

It was suggested that a list of acronyms be included.

It was noted that the costs of the Airport Land Use Commission (ALUC) responsibilities is a big draw on the General Fund. It would be good if another source of funding could be secured in the future for this activity. Chairman Townsend noted that San Francisco International Airport already contributes a significant amount of funding to this function. San Mateo County owns the remaining two airports and they should assume some responsibility for the cost of providing the ALUC functions for these two airports.

Motion: To adopt budget as presented by the staff. Richardson/Bigelow, unanimous.

4. Recommendations for the award of funding to cities under the 3rd cycle of the “local transportation services” component of the Countywide Congestion Relief Plan (shuttle program).

Walter Martone reported:

There is \$700,000 budgeted to support this activity. One-half from C/CAG and one-half from the Transportation Authority.

Only the cities and the County are eligible to apply for the funds, and the sponsoring agency must agree to match the funds dollar-for-dollar.

The applications for this cycle total a little under \$350,000. Therefore it is likely that a second round of funding will occur in the fall.

All of the programs are renewals except for a new transit pass subsidy program in the City of East Palo Alto, and a new on-call shuttle service for the Bayshore District of Daly City and all of Brisbane that predominately serves the elderly.

The City of Millbrae got started with its program a little late and also had to cut out the service to schoolchildren due to State regulations. They are requesting to use funds that will be left over from the current year in order to extend their operations through the next fiscal year.

All of the renewal programs received very favorable reviews through the recent shuttle evaluation commissioned by C/CAG. This evaluation has established new performance standards for programs beginning July 1, 2005. All of the renewal programs have already achieved at least one of the three standards set. They will have next fiscal year to increase performance to meet all three standards.

The Technical Advisory Committee recommends these programs for approval.

Comments:

There was particular interest in the East Palo Alto subsidized transit pass program. This demonstration may become a model for implementation in other low-income communities.

The MTC Lifeline program was briefly discussed and praised.

It was noted that there are many pockets of poverty in San Mateo County that could benefit from these types of services.

As part of the on-going review of these programs, we should be measuring the impact that they are having on the existing transit service.

The cooperative effort of Daly City and Brisbane has shown that city boundaries become artificial when individuals are trying to get to their destination.

Motion: To adopt the staff recommendations to fund the local transportation service programs as presented by the staff. Bigelow/Lempert, unanimous.

5. MTC's Transit Oriented Development Program (TOD) and potential impact on the Dumbarton Rail Extension.

Jim Bigelow requested that this item be brought to the CMAQ Committee for discussion. The Metropolitan Transportation Commission (MTC) has developed a new policy on Transit Oriented Development and has linked it to funding for new rail starts.

Richard Napier reported that MTC is considering three options for implementing this policy. A copy of the options was included with the CMAQ packet. Sue Lempert noted that although MTC has not yet taken action on the policy, it appears that the Commissioners are leaning toward the middle option, which is the more moderate approach. MTC has also chosen four multi-county corridors that they hope to target this program for. The Dumbarton Rail Corridor was one of the four chosen. It was also pointed out that in order to qualify for the funds, MTC is going to expect the local jurisdictions to make zoning changes in order to enable the more concentrated jobs and housing to occur in the corridor. In looking at the data for the Dumbarton Rail Corridor, the numbers of jobs and housing are almost at the level desired by MTC. Therefore there will not need to be significant additional development in the Corridor in order to qualify for the funds.

Motion: The C/CAG CMAQ Committee recommend that the C/CAG Board support the MTC policy on TOD and New Rail Starts extensions as stated in the proposed policy, that the policy should include the counting of both housing and jobs in each corridor, that it implements the station area funding, and that MTC work on innovative incentives to reward programs that are implementing the policy. Bigelow/O'Connell, unanimous.

Two additional issues were raised:

That we ensure that the new policy does not result in putting mandates on the cities or taking away of funding from the cities.

Concern was expressed that the policy counts housing units and not individuals. It was noted that the various planning directors who participated in the policy development indicated that housing units would be a more justifiable number to base it on.

6. Discussion on the new Environmental role of CMAQ and consideration of a change in name for the Committee.

The C/CAG Board recently approved an expansion of the role of CMAQ to include issues dealing with environmental protection. Jill Boone made the following presentation:

There are a number of items related to recycling and green building programs that could benefit from C/CAG involvement.

Energy and water usage in San Mateo County is increasing dramatically and will have Countywide impacts. Conservation, recycling, and green building programs can play a major role in addressing these issues.

CMAQ may want to consider a name change to include these new responsibilities.

Under discussion the following comments were made:

A draft charter for these new responsibilities should be developed for consideration by CMAQ.

Will these new responsibilities include Waste Management and NPDES?

Congestion Management and Environmental Quality was suggested as a possible new name.

Samceda was also noted as a possible vehicle for taking on this new environmental role.

We need to ensure that the elected officials of the cities are actively involved in addressing these important issues.

This new responsibility seems like a good complement to the existing role of CMAQ.

Individuals were interested in the amount of funding that is currently being devoted to the environmental effort in San Mateo County and the source of the funds.

CMAQ has had a strong record in identifying ways in which the cities can become involved in important issues such as the environment.

If the additional responsibilities become too burdensome, C/CAG will still have the option of creating a separate committee to deal with this new function.

CMAQ currently has a clear responsibility to address transportation and its impact on air quality. We need to ensure that this new responsibility is also clearly spelled out and the funding related to it is identified.

7. Information on potential housing nexus study.

Mark Duino reported:

C/CAG staff has been working with the Housing Endowment and Trust (HEART) Fund staff to identify creative funding mechanisms to increase the affordable housing stock in San Mateo County. One of the ideas that have been floated is to create a housing impact

fee for new employment developments.

This fee would be directly tied to providing affordable housing for the growing workforce in San Mateo County.

Sonoma and Marin Counties and some Bay Area cities have adopted such a funding mechanism.

Before such a fee could be adopted, a nexus study must be conducted.

C/CAG is working with HEART to secure funding to conduct a nexus study.

The study must identify the number and location of the new jobs that are anticipated, the anticipated salaries for those jobs, the locations where additional housing would make sense to accommodate the new workers, and the cost of creating the new housing.

The potential fees would likely vary depending on the type of industry and jobs being created.

C/CAG has already generated interest by some foundations to contribute to such a study.

Comments:

There are already a lot of fees imposed by the cities on new developments. Although more housing is an important goal, this is a bad time for additional fees that might stifle economic growth. A Countywide fee could serve to hurt those cities that are already doing a good job in this area. Opposition was expressed to using C/CAG funds to do this study.

It was noted that C/CAG staff was requested to explore a number of housing options by previous action of C/CAG.

If such a study is to be done, it should also include an analysis of all of the other fees that are currently in place, and consider what types of jobs the County might lose as a result of imposing a new fee.

A new fee would especially hurt small businesses and expanding businesses might rethink expansion plans in San Mateo County.

Committee members requested a copy of the list of other options that C/CAG had previously requested staff to explore.

It was noted that a definition of affordable housing needs to be considered. Are we looking at creating housing for fast food workers or for teachers?

Concern was expressed that the fact that a study of this nature is being conducted, may have to be disclosed to potential businesses contemplating coming to the County. It could result in making San Mateo County appear as a less desirable location.

8. Information on the update for the Countywide Transportation Plan.

Mark Duino reported:

The focus of the next update of the Countywide Transportation Plan will be on specific transportation corridors.

It is anticipated that transit use will continue to grow in those areas where transit usage is already strong

The Plan will concentrate on how we can convert drive along trips to transit and carpool trips.

The economy will likely have a major impact on anyone's ability to change travel

patterns.

9. Member comments and announcements.

A Foster City company is currently manufacturing virtual mice and people (Entelos). It is hoped that this new technology will start a trend of increasing high wage and high skill jobs being created in the County.

10. Adjournment and establishment of next meeting date.

The next regular meeting was scheduled for June 27, 2005 (this meeting was subsequently canceled). At 4:55 p.m., the meeting was adjourned.